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五月三十號

\$30 PER ANNUM.
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Hongkong, 23rd March, 1908. [23]

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Hongkong, 8th April, 1908. [24]

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Do. 6 do. 4% do.

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J. L. VAN-HOUTEN,
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Hongkong, 18th November, 1907. [25]

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BANKING CORPORATION.**

PAID-UP CAPITAL..... \$15,000,000

RESERVE FUNDS..... \$15,000,000

Sterling

\$1,500,000 at 2% = \$15,000,000

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MANAGER:

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Hongkong, 21st May, 1908. [24]

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Chief Manager.

Hongkong, 12th January, 1908. [23]

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Do. 6 " 3% "

Do. 3 " 2% "

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Hongkong, 13th May, 1908. [29]

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Hongkong, 4th December, 1907. [29]

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A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907.

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Wines and Spirits of the very Best Quality.

Both to Every Room.

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Mails.

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BREMEN.

IMPERIAL GERMAN MAIL LINE.

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and YOKOHAMA	Capt. B. Welhelmi	17th June.
NAPLES, GENOA, ALGIERS	"PRINZ HEINRICH"	THURSDAY,
GIBRALTAR, SOUTHAMPTON	Capt. P. Grosch	9 A.M., 18th June.
ANTWERP and HAMBURG		
MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHORN	"MANILA"	THURSDAY,
FEN, SAMARA, SYDNEY and MELBOURNE	Capt. Mississ	5 P.M., 18th June.
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About FRIDAY,
	Capt. W. v. Soden	the 26th June.
KUDAT and SANDAKAN	"BORNEO"	About the end of June.
	Capt. F. Semill	

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th June, 1908.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.
TO AND FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...CALEDONIAN...Martin.....22nd June, P.M.
MARSEILLES, VIA PORTSTONKIN.....Charbonnel.....23rd June, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...TOURANELancein6th July, P.M.
MARSEILLES, VIA PORTSPOLYNESIEN.....Broc.....7th July, at 1 P.M.
Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
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QUEEN'S BUILDINGS.

Hongkong, 9th June, 1908.

[14]

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FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA to HONGKONG IN 30 DAYS.
NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the greatest speed, safety and comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 DAYS.
LONDON AND PARIS " 26 "

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1 MALTE12th Oct.

No passengers. * Intermediate class and rates of passage.

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[46]

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HONGKONG-WUCHOW LINE.

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Further information apply to—

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WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

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Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

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Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1908.

THE POWER BEHIND THE KABUL THRONE.

The power behind the throne in Afghanistan is divided between two people, who are each directly interested in the varying fortunes of the State. These two are Nazr Ullah Khan, brother of Habib Ullah, Amir of Afghanistan, and the Queen Dowager, the Bibi Halima, wife of the late Amir Abdur Rahman, and the mother of Sirdar Mahomed Omar Jan Khan.

Very possibly, and for the practical consideration of the present position of affairs, the influence of the Bibi Halima and her faction may be ignored, since Habib Ullah has taken effective measures to preserve his position from the intrigues of the Queen-Mother. The jealousy of his brother, Nazr Ullah, is a far more important and disturbing factor.

Afghanistan needs the firm hand of a man who is as much a maker as a ruler of men, and Habib Ullah is weak-willed and so subject to the influence of his brother that the most commanding position at the Amir's Court is that filled by Nazr Ullah Khan himself and his party.

THE POON-DAH OF KABUL.

In a measure Habib Ullah understands the situation, but while the Bibi Halima and the Sirdar Mahomed Omar Jan Khan are so closely "protected" by the Amir's bodyguard that they are State prisoners, it is more difficult for the Amir to assail the position occupied by his brother; as he is the Commander-in-Chief in consequence of his high rank, little attempt is made to curb Habib Ullah's masterful will, and Habib Ullah's subjection to his attracted universal attention. Nazr Ullah Khan not only holds the position of Commander-in-Chief of the Afghan Army, but he is a Haфиз, or Repeater of the Koran, as well as a Shah-grass, Gentleman Usher, and the Iwad-ul-Dowlah, or Pillar of the State.

In domestic politics Nazr Ullah is the leader of the Afghan party—that is, the party who, represented by the old Mussulman elders, are opposed to foreign influences and modern innovations. This faction opposed the late trip to India which the Amir made, and it was due to its machinations that Habib Ullah encountered so much hostility on his return to his capital. In his official capacity, and at the instigation of the head mullahs, Nazr Ullah opposed the Dage Mission with the whole weight of his influence, and in the end secured its complete discomfiture. It was said at the time that Nazr Ullah's extreme antipathy to foreign intercourse and his hostility to Habib Ullah's Indian bid had incensed the Amir against him, and that relations were on that account considerably strained between the Amir and his brother. It is hardly possible, however, that Habib Ullah would risk a quarrel with Nazr Ullah because, in spite of his amiability, the Amir does not possess a very secure seat upon the throne, and if open estrangement between the two sons of Abdur Rahman gave rise to an alliance between Nazr Ullah and the Bibi Halima, the intrigues of these two parties might very easily bring about his downfall.

THE POSSIBILITY OF TROUBLE.

Even as matters stand, it has always been recognised that Nazr Ullah himself aspires to the throne of Afghanistan, and there is no doubt that, should opportunity offer, he would make a bold bid for it. At the moment neither his plans nor his partisans are quite prepared, but if the reported rift between the two brothers were to widen, events in Afghanistan might move with incredible swiftness. It would be impossible to forecast the issue, since the influence of the mullahs would bring to the support of Nazr Ullah's party the great bulk of the Suni Mahomedans, whose real leader is Nazr Ullah, while at the same time Nazr Ullah as Commander-in-Chief could influence a large section of the army, in the provinces if not in the capital. At one time the Kabul garrison was loyal to the Amir, but in the long absences from Kabul caused by the tours through India and his own dominions much may have happened and his hold become proportionately weakened.

Afghanistan, however, is the most powerful Mahomedan country in the world, if Turkey be excepted, and religion exercises a deciding voice in its affairs. The gross superstition prevailing in the country is the direct effect of this religious bigotry. The priests are the real rulers—not only the wise men who have made the pilgrimage to Mecca, but also the wandering fakirs, whose fanatical tendencies are so easily aroused. Nazr Ullah never has failed to identify himself with the mullah's party, and on all public occasions he participates in whatever religious celebration may distinguish the event.

CLAIMANTS TO THE THRONE.

Nazr Ullah is the offspring of a Wakhan concubine named Gulriz, and his claim to the throne is in support of the theory that might be right; but, since possession is nine points of the law, and Habib Ullah is in possession, it is obvious that considerable effort will have to be made. The Bibi Halima, the second factor of the situation, and the wife of the late Abdur Rahman, lays claim to the throne through her direct descent from the Amir Dost Mahomed Khan. She is of the blood royal indubitably, and if she were in possession of her liberty would compel her son, Sirdar Mahomed Omar Jan Khan, to take the field. His chances of success in any rebellion would be as great as those enjoyed by his half-brother, Nazr Ullah Khan, who is full brother to Habib Ullah.

The disparity in the ages of these three sons of Abdur Rahman is a factor in the situation. Habib Ullah, born in 1872, and Nazr Ullah, born 1874, are many years the senior of Sirdar Mahomed Omar Jan Khan, who was born in 1889.

In this direction it is interesting to recall that the lawful heir to the throne, Sirdar Inayat Ullah Khan, the son of Habib Ullah, was born in 1888, and is actually six months older than his uncle, Sirdar Mahomed Omar Jan Khan. Habib Ullah, however, watches over the interests of his son, very carefully, consolidating his position, while Inayat Ullah, the legitimate son, has a more or less passive attitude.

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY.

Studio at No. 14, D'AQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1908.

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Dr. M. H. CHAUN,
THE LATEST METHOD
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AMERICAN SYSTEM OF DENTISTRY.

No. 14, QUEEN'S ROAD CENTRAL,
Hongkong, 20th June, 1908.

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Dentistry.

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LATEST METHODS OF DENTISTRY.

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Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY.

No. 14, QUEEN'S ROAD CENTRAL,
Hongkong, 20th June, 1908.

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Ullah sent Sirdar Inayat Ullah Khan to India to greet Lord Curzon.

QUEST ON THE GLOUCESTERS.

One of the alleged points of difference between Habib Ullah and Nazr Ullah is connected with the Amer's military uniform dress. In his attendance about Kabul Court Nazr Ullah himself formerly appeared in the uniform of his military rank, but the Court attendants are clad in black cloth coats, vests, and trousers, circular astrakan hats, and white collars, with black peccocks. All who are desirous of attending a durbar must don this dress. Nazr Ullah's military uniform comprised a scarlet coat richly embroidered with gold lace, cloth trousers and white gloves; for headgear he wore an astrakan hat. In his attire as Commander-in-Chief there was not much difference between his own style and that adopted by the Amer. In his official dress, Nazr Ullah assumed a black uniform faced with revers of braid and deep astrakan cuffs, black cloth trousers braided, and pointed leather knee-boots.

The Amer, upon ordinary occasions, in public, wears the garb of an English gentleman, but Nazr Ullah always preferred to return to native dress, when he wore silk tomboos, or pajamas gathered in at the waist and falling in tapering folds from the hips to the ankles, silk socks, and an embroidered silk piper, or vest, which reached to the knees, a long-sleeved waistcoat in velvet embroidered in gold, and a loose coat richly ornamented with fur or other decorative material. While Habib Ullah disapproves of ostentatious habiliment, Nazr Ullah, at the bidding of the priests, claims that foreign style costume is opposed to the tenets of the Mahomedan religion, and accordingly he has abandoned all foreign fashion clothing in favour of sacerdotal garb, whenever he is called to officiate at any public or official function. Nazr Ullah's sincerity perhaps may be questioned, but the cleverness of the move cannot be gainsaid. Naturally it appealed with silent force to the people whose secret prayer is Afghanistan for the Afghans.

In speech Nazr Ullah recalls the mannerisms of his father, Abdur Rahman. Of equal height with the late ruler of Afghanistan, he is not so bulky as his brother, Habib Ullah, although he, too, in feature, is very like his father. In appearance he is of darker complexion than Habib Ullah, but his features are not so heavy. His temperament is morose, his manner reticent, and he lacks the bluff frankness of Abdur Rahman. At the same time, he suggests a man who thinks deeply, and possesses no small capacity for intrigue. His attitude towards curio traffics in Afghanistan suggests, indeed, that he is alive to his own interests, although his views are distinguished for their bigotry and superstition.—*Pall Mall Gazette*.

Intimations.

FABST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES.
ALWAYS KEPT IN STOCK.
BY SIEMSEN & CO.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 20th July, 1908.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.
In Bags of 250 lbs. net \$3.85 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers
Hongkong, 28th April, 1908.

Intimation.

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Powell,
Ld.,**

ALEXANDRA
BUILDINGS.

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WHITE
COSTUME
MUSLINS.

MERCERISED
LAWNS.
LACE
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SUMMER
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MUSLINS.
EMBD.
NAINSOOKS.
SPOT
MUSLINS.

WHITE
EMBROIDERED
ROBES.

W.M. POWELL,
LTD.,

Des Voeux Road,
and
28, Queen's Road,
HONG-KONG.

Hongkong, 1st June, 1908.

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tones & Co.)

Apply to—

THE COMPRADORE DEPARTMENT,
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Hongkong, 9th June, 1908.

TO LET.

S HOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.
ONE ROOM in PRINCE'S BUILDING, Top Floor.

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Prince's Building.
Hongkong, 1st June, 1908.

TO LET.

HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIPPON TERRACE.

OFFICES in YORK BUILDING.
GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 16b DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2 CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

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TO LET.

No. 6, CAINE ROAD, Six-roomed Dwelling House, Furnished. Rent moderate.
HOUSES in AUSTIN AVENUE, Kowloon, facing harbour, cheap rental.

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GOOD OFFICES at 2, PEDDER STREET.
Apply to—
JARDINE, MATHESON & Co., LTD.,
Hongkong, 28th May, 1908.

For Sale.

SELF CURE NO FICTION!
MARVEL UPON MARVEL!

NO SUFFERER

NEVER DESPAIR!

NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1.—A Sovereign Remedy for discharges, supressed infections, the use of which does irreparable harm by living, for the reduction of sinew and other serious diseases.

THERAPION No. 2.—A Sovereign Remedy for primary and secondary syphilis, gonorrhoea, leprosy, scrofula, rheumatism, all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation perforates the skin, so that the excretion of the disease is almost instant to cure or even relieve.

THERAPION No. 3.—A Sovereign Remedy for primary and secondary syphilis, gonorrhoea, leprosy, scrofula, rheumatism, all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation perforates the skin, so that the excretion of the disease is almost instant to cure or even relieve.

THERAPION is sold by Chemists

in every part of the world.

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NOTIFICATIONS.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL.

AND

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well-known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGENOL IS A POWERFUL
DISINFECTANT AND GERMICIDE.PRICES PER PINT ... 50 Cents
GALLON \$2.00

A. S. WATSON & CO.,

LIMITED,

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

machinery, locomotive and engineering work. It is, of course, a natural consequence that the supply of mechanical and electrical appliances to the East—the fitting up of additional mills, factories, warehouses, the improvement of harbours, the extension of railway, and the expansion of industry, must all tend, while yielding valuable supply contracts to English makers to rivalry in the markets for manufactured goods. But, as a rule, where there is keen competition, it is the better for the community of buyers, and very often to the advantage of manufacturers also, for the latter, put upon their wares, show greater real in ascertaining the wants of particular districts, and by sending out more suitable and tasteful fabrics find their business increase. This fact has been specially noticeable in China and Japan, where mercerised goods have now a great vogue. English makers of all kinds of goods having had to depend on foreign correspondents in their offices and abroad, both for language and for knowledge of distant markets, have been rather at a discount in competition with foreign makers. The facilities of modern travel, and of education at home, seem likely, however, to place them on a more satisfactory footing. Lancashire manufacturers are, for instance, becoming by systematic journeying in the East, more familiar with the purchasing power, and needs, of the people and in Manchester they are supporting organisations which have for their object the special training of young Englishmen who are prepared to go abroad as the representatives and agents of English houses. These students are not only acquiring a knowledge of foreign languages, but of foreign business methods, and of the best markets, and they are also taught how to open up new connections and to extend trade. Already many have been sent out with the best results; and there are splendid chances for young men of tact and enterprise in this direction, for manufacturers are always on the lookout for capable representatives. Meanwhile movements are on foot to improve the technical and commercial ability of these pioneers, who are given an insight into the various branches of industry, and instructed in every indispensable language, from Spanish to Chinese. It is possible, therefore, that Lancashire manufacturers are crying out before they are much hurt, and that, in the near future, they may recapture some of the trade they have lost, or obtain new and profitable customers. In the iron and steel branches, judging from the cargoes going out from Liverpool, there is not apparently much diminution of export to the East; and, despite competition, English firms manage to get a fair share of what is going. Lancashire locomotives, motor-cars, machinery, implements, and iron and steel for all sorts of purposes are in request, and one Manchester firm, Messrs. Heemaa and Frond, of the Newton Heath Ironworks, have recently succeeded in getting a large order from the Rangoon Port Trust for improvement of the harbour by the complete reconstruction of the jetties in steel.—*India European Trade Register*

NOTICE.—All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MR., nor to return any Contribution.

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WEEKLY—\$18 per annum.

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Single Copy, Daily, ten cents. Weekly, twenty-five cents.

BIRTHS.
On June 6, 1908, at Shanghai, to Mr. and Mrs. ARTHUR G. BRAY, a son.

DEATH.
On June 7, 1908, at Shanghai, NELLIE CONSTANCE, the beloved child of Major and Lucy Champion, aged 15 months.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 15, 1908.

THE COMMERCIAL STRUGGLE
IN THE EAST.

Lancashire manufacturers are putting on their thinking caps in the hope of tackling the changing conditions of trade in the East. Mr. Langdon, the Chairman of the Manchester Chamber of Commerce, recently said that the Eastern markets were failing British merchants, and he pessimistically added that he was afraid there was little chance of their regaining these once profitable outlets for goods. A Yorkshire manufacturer, Mr. T. C. Taylor, who has just been through India, has also told his friends that the cotton industry has made such progress in India and Japan that these countries are already serious rivals to Lancashire, and he particularly mentioned, as a check to Manchester trade, the putting down of thousands of looms in the Bombay district for the weaving of the thicker counts of yarn. Notwithstanding these expressions of industrial development in the East, Lancashire firms have, for fiber counts of cotton and for general merchandise, still a considerable hold on the markets of India and Japan, as well as for

machinery, locomotive and engineering work. It is, of course, a natural consequence that the supply of mechanical and electrical appliances to the East—the fitting up of additional mills, factories, warehouses, the improvement of harbours, the extension of railway, and the expansion of industry, must all tend, while yielding valuable supply contracts to English makers to rivalry in the markets for manufactured goods. But, as a rule, where there is keen competition, it is the better for the community of buyers, and very often to the advantage of manufacturers also, for the latter, put upon their wares, show greater real in ascertaining the wants of particular districts, and by sending out more suitable and tasteful fabrics find their business increase. This fact has been specially noticeable in China and Japan, where mercerised goods have now a great vogue. English makers of all kinds of goods having had to depend on foreign correspondents in their offices and abroad, both for language and for knowledge of distant markets, have been rather at a discount in competition with foreign makers. The facilities of modern travel, and of education at home, seem likely, however, to place them on a more satisfactory footing. Lancashire manufacturers are, for instance, becoming by systematic journeying in the East, more familiar with the purchasing power, and needs, of the people and in Manchester they are supporting organisations which have for their object the special training of young Englishmen who are prepared to go abroad as the representatives and agents of English houses. These students are not only acquiring a knowledge of foreign languages, but of foreign business methods, and of the best markets, and they are also taught how to open up new connections and to extend trade. Already many have been sent out with the best results; and there are splendid chances for young men of tact and enterprise in this direction, for manufacturers are always on the lookout for capable representatives. Meanwhile movements are on foot to improve the technical and commercial ability of these pioneers, who are given an insight into the various branches of industry, and instructed in every indispensable language, from Spanish to Chinese. It is possible, therefore, that Lancashire manufacturers are crying out before they are much hurt, and that, in the near future, they may recapture some of the trade they have lost, or obtain new and profitable customers. In the iron and steel branches, judging from the cargoes going out from Liverpool, there is not apparently much diminution of export to the East; and, despite competition, English firms manage to get a fair share of what is going. Lancashire locomotives, motor-cars, machinery, implements, and iron and steel for all sorts of purposes are in request, and one Manchester firm, Messrs. Heemaa and Frond, of the Newton Heath Ironworks, have recently succeeded in getting a large order from the Rangoon Port Trust for improvement of the harbour by the complete reconstruction of the jetties in steel.—*India European Trade Register*

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GALLANTRY RECOGNISED

PROPOSED PRESENTATION TO CHINESE COXSWAIN.

The regular weekly meeting of the committee of the Tung Wa Hospital and Po Leung Kuk Society was held at the Tung Wa Hospital yesterday. After the regular business had been disposed of a suggestion was brought forward by Mr. Ho Kam Tong to discuss the advisability of considering means for the adequate recognition of the signal services rendered by the Chinese coxswain of the steam-launch *Kam Shun* on the night of the wreck of the s.s. *Powen* on the 8th inst.

After some discussion it was unanimously agreed to raise subscriptions with which to order a silk flag for the *Kam Shun* and a gold medal for presentation to Lau Tai, the coxswain. If the amount subscribed will permit of the expenditure, smaller medals will be given to the members of the crew, as well. The resolutions were proposed by Mr. Ho Kam Tong and seconded by the chairman of the meeting, Mr. Tam Kok Po.

It is proposed that the presentation shall assume the character of a public function in order to stimulate our Chinese fellow-citizens of the lower orders to emulate the good example of the master of the *Kam Shun*.

CANTON DAY BY DAY.

ANTI-OPIUM CRUSADE.

[From Our Own Correspondent.]

Canton, 13th June.

In spite of the fact that the regulations for the prohibition of opium smoking have been strictly enforced by the Provincial authorities, and they have from time to time issued proclamations on the subject, three opium dens were found yesterday during a clandestine trade. The *Han Sung* was sealed up, and its keeper arrested, and the *Ho Sung* was closed.

ARMED ROBBERY.

A case of armed robbery, in which two persons were killed, was reported to Canton yesterday. A week ago a gang of robbers attacked a house in Kam Kai village, in Ching Yuen district; they entered the house and carried away all valuable articles that they could lay their hands on. When they were about to decamp with the booty, they set fire to the premises. At the time there were altogether ten persons in the house; all were burnt to death.

TRANSFERS.

Mr. Lum Shi Fan has been appointed deputy of Foreign Affairs at Swatow to relieve Mr. Liang Lan Fan who has been appointed Chinese Consul-General to Bendigo, Australia.

Weng Jen Wen, ex-Provincial Educational Commissioner, left here to-day on board a gun-boat for Hongkong en route for Szechuan to take up his new appointment there as Provincial Treasurer.

MARSH COURT.

In the Marine Magistrate's Court, this morning, before the Hon. Commander Basil Taylor, R.N., Policeman Bird charged Young Ping, Ho Sam, Chau Luk, Leung Mai, boatmen of licensed cargo-boats, and Ho Kau and Chan Shing, masters of licensed cargo-boats, with unlawfully making fast to the s.s. *Signal*. In such a manner as to cause an obstruction to the Central Fairway on the 14th inst. in Victoria harbour. The defendants pleaded guilty. P. C. Bird stated that at 11.30 a.m. on the 14th inst., he found defendants' boats lying astern of the s.s. *Signal*. They were all large cargo-boats and were made fast abreast of each other.

All the defendants unanimously stated that they were told by a fakir in the shop to go to the s.s. *Signal*. They were told by the Captain of the ship to make fast astern. A fine of \$5 was imposed in each case, or in default, 7 days' hard labour.

THE AMERICAN STEEL TRUST is negotiating for a contract to supply 1,000,000 tons of rails for the Siberian Railway at a cost of \$4,500,000.

A TOKIO despatch of 9th inst. says:—One naval engineer and ten divers, using two diving apparatuses, are engaged in the search for the body of Colonel H. Martin.

THE CHINESE ENGINEERING AND MINING CO., Ltd., announces that the total output of the Company's three mines for the week ending May 30, 1908, amounted to 28,419.2 tons and the sales during the same period to 25,844.20 tons.

BARON Chinda, Vice-Minister of Foreign Affairs, and Baron Hayashi, former Minister to Peking, have been appointed Japanese Ambassadors to Germany and Italy, respectively.

Mr. Yamada is appointed Secretary of Embassy in London in the place of Count Mutsu Hiroki. Mr. H. Ijio, Councillor of Embassy to London, is appointed Japanese Minister in Peking.

THE HUNGPU CONSERVANCY BOARD has secured a strange trophy in the form of a small canon which was recently brought up in the Junk Channel by a dredger in one of its spacious buckets. The canon, which is of English make, is a four-pounder and about 4 ft. 6 in. in length; it is in a wonderful state of preservation and bears on the barrel the name of the maker, Rogers; a crown; the legend, 4 lb.; and the date 1711. Within three years of its centenary this relic of the past has been unearthed from its long resting-place, and it is left to the imagination to piece together its peculiar history. Of its youthful exploits nothing can be said, but at least we can follow it on its long voyage round the Cape of Good Hope, and watch its transference or sale to the Chinese to be mounted, perhaps, on a war-junk, until it sank inscrutably in the Hungpu.—A. C. D.

THE HANKOW DAILY NEWS states that the burden of the compensation paid to Japanese shopkeepers who suffered during the recent riots has fallen on the Total of Constabulary Fung Che-kuang, who has been forced to sell three steam launches for a sum slightly exceeding twenty thousand taels in order to meet the claim on his part.

This case is not yet concluded.

S. S. "HUN SAIC" SOLD

BOUGHT BY H. C. AND M. STEAMBOAT CO.

When we announced the sale last month of the s.s. *Lungshan* of the Macao-Canton service, to the Canton-Hankow Railway Co., we recalled a statement made by the chairman of the Hongkong, Canton and Macao Steamboat Co., Ltd., owners of the *Lungshan*, at the last half-yearly meeting of the shareholders of the Company. Mr. Robert Shewan said on 25th February last:—"Ever since Chinese competition on the Canton-Macao line caused such a loss in the working of the small steamer *Lungshan* that your Board withdrew the vessel from the line pending other arrangements. This particular trade has been stagnant, and without profit; for many years, but with an economical and suitable vessel employed we shall hope to hold our own on the run. The matter has the attention of your Board, increasing competition in which the actual owners of the vessels seldom receive or appear to look for any return on their outlay makes the opposition so much harder for us to struggle against, and in consequence your Board have to make greater efforts to obtain what we consider our fair share of the business." The *Lungshan* has since been sold. In replacement of that vessel, information has reached us, which has been confirmed upon inquiry at the office of Messrs. Chi Wo & Co., that the Hongkong, Canton & Macao Steamboat Co., Ltd., has completed preliminary negotiations for the purchase of the s.s. *Hoi Sung*, belonging to the *Hoi Sung* firm of the Kwong Tak Cheong firm of ship-builders at Hunghom, where she is being caulked and coppered besides having her saloon accommodation and fittings altered in order to suitably adapt her for the new run in which she will be engaged. She will be put on the Macao-Canton traffic.

In river shipping circles it is stated that the purchase of the *Hoi Sung* is conditional upon the withdrawal by the Chi Wo firm of the *Boi Ming* from the Hongkong-Macao trade. This vessel has, we understand, been transferred to the berth taken up by her sister ship previous to her sale, and as the Hongkong-Kongmun line is just as remunerative as that from which she has been withdrawn, the excellent arrangement should be of advantage to both parties.

The *Hoi Sung* is practically a new steamer.

Having been built in 1905, at Mongkok, by the

Kwong Tak Hing. Her dimensions are:

Length 165 ft, breadth 28 ft, depth 8 ft.

Her tonnage is gross 456.71; net 284.8.

ARMED ROBBERY.

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ARMED ROBBERY.

By ALLEGED EMBEZZLEMENT.

NETHERLANDS BANK SHROFF ARRESTED.

Telegrams.

(Reported)

The British Navy.

LONDON, 12th-June.
The Daily Telegraph's Portsmouth correspondent states that immediately the battleship *St. Vincent* is launched in September next, preparations will be made to lay down another battleship of 21,000 tons displacement and armed with 13.5 inch guns. The new ship may possibly be driven by gas engines, dispensing with funnels, and she will cost 2½ millions sterling.

The King's Visit to Russia.

Commenting on the meeting of the King and Tsar at Reval, the German press say that while the changes in European politics, especially as regards Macedonia, were foreshadowed by the meeting, it was only natural that anxiety should be excited, but that the emphatic insistence on peace by both monarchs is destined to dissipate all fear.

MOROCCO.

13th June.
Muai-Hafid's entry into Fez seriously affects the situation, and will probably oblige France and other Powers to reconsider the position.

The Yunnan Rebellion.

A semi-official communiqué at Paris shows that France adheres to her demands on China, and also requires that the Chinese shall place no further obstacles to the carrying out of French mining concessions in Yunnan.

The "Lusitania."

The Cunard liner *Lusitania* has arrived at Sandy Hook, having crossed the Atlantic in 4 days, 20 hours and 8 minutes, which is a record.

Later:

Sir Robert Hart on the Chinese Customs' Service.

Sir Robert Hart, interviewed by Reuter's representative, said that he thought the young Chinese would bow to a course of training, and be admissible to the "Customs" service in four or five years. As time advanced, the foreign element would gradually disappear, but the service would remain much as at present during the currency of loans. Nothing can prevent China from becoming a world Power, but she will move slowly, and it is unlikely that she will change from a friendly into an aggressive Power.

China means to do something in Tibet, and she is seriously considering the development on commercial lines, the establishment of a postal system in that region.

Chinese Seamen in the United Kingdom.

Mr. Churchill assured a deputation of British seamen that it was not intended to allow Chinese sailors in the United Kingdom, and that new regulations were being drafted requiring them to pass the language test, unless they could prove they were Britishers.

THE YARN TRADE.

IMPROVEMENT IN JAPAN.

The position of the Kasaka Spinning Company is reported to have much improved, says the *Japan Chronicle*. In the previous period the result of the working of the company was unsatisfactory, there being a large accumulation of raw cotton and yarn; the bills issued by the company standing at Y20,000. Since January last the company has largely disposed of its stocks of yarn and redeemed the bills, the value of which is now reduced to about Y20,000. In consequence, however, of the low price of yarn this year it is expected that the company will show a loss of some Y20,000 on the working for the present period. The company has been selling yarn for ready money, and buying raw cotton in cash of late. By this means the company has been making some profit by saving interest and other expenses.

The opening of the third mill of the Fuji Spinning Company, which was completed in December last, was celebrated last week. It is stated that the cost of the mill, which covers 3000 tsubo of land, has amounted to Y1,557,300. The number of spindles is 397,8, in addition to 11,000 used for twisted yarn, and the machinery is driven by electricity derived from water power. At the same time the opportunity was availed of for unveiling a bronze statue of Mr. Hibiki, well-known merchant of Tokyo, who has long been a director of the company. The statue has been erected on the ground of an Inari temple near Koyama Station on the Tokaido line, and bears no inscription stating that it is in commemoration of services rendered by him in developing the company.

In their report of 4th inst. on the Shanghai piece goods trade, Noel, Murray & Co write: We understand that advice has been received from Japan that out of respect for the moral scruples of the governing powers in this country, the Cotton Spinners Association in Japan has decided not to put lottery tickets or prize coupons in the boxes of yarn shipped to China, only to other foreign countries. Another interesting piece of information has been published during the week that the U.S. Consul at Chaochow has reported, presumably to his Government, that the American (we had almost spelled it with a small 'a') trade in Manchuria has been annihilated. And yet another is that the Financial Committee of the Duma has by a large majority voted resolution to terminate the free port system in Manchuria. This will be a blow to the export trade from this which is springing up, should it come about.

HONGKONG VOLUNTEERS.

SMOKING CONCERT.

A very enjoyable smoking concert was held at the Volunteer Headquarters on Saturday night, when H.E. Sir Frederick Lugard kindly consented to be present at the annual distribution of prizes. The hall was tastefully decorated for the occasion. There was a large gathering of volunteers and citizens, and additional colour was lent to the occasion by the presence of several naval and military officers. H.E. The Governor graciously stayed to the end—which was at midnight—in interested and amused listener.

The following are the list of prizes won during the season:—

Blake Shield: For Musketry Course: won by No. 2 Company (late left half No. 1) Saunders Cup: For 15-pdr. B.L. gun practice: won by No. 3 Company (late left half No. 1). Gas-coque Shield: For Maxim gun practice: won by No. 3 Company (late right half No. 2). Lugard Cup: For General Efficiency: won by No. 4 Company (late left half No. 2).

The above prizes, in the order named, were handed to Captains Wood, Armstrong, and Skinner on behalf of their respective Companies. Besides these, there were several individual prizes.

The Corps Championship Cup for 1907 was won by Sergeant Marshall.

Bombardier Sorby won the Nathan Cup for all-round efficiency.

After the distribution of prizes, H.E. the Governor addressed a few words to those present. His Excellency said he did not intend to make a long speech. He thanked those concerned for their kindness in inviting him to present the prizes. He hoped that those who had the good fortune of winning prizes this year would be successful again next year. To those who happened just to miss the target, and for that reason the prizes, he wished better luck next time. He expressed a wish that the newly-formed Infantry Company, which consisted of only a few men at present, would have a fairly large number by next year, especially as the new Captain (Capt. Johnston) was a popular man.

Among those who contributed to the merriment of the evening were Messrs. Goldring and Moore, who gave several songs, and whose well-trained and powerful voices elicited echoes. Mr. Moore was obliged to render "The Yeomen of England" a second time. The comic element was supplied by Captain Parke, whose song "Stand up" and "My School Days," given in his usual catchy style, highly amused the audience. Captain Taylor, A.D.C. to the Governor, was also kind enough to give a song, "To-night," which was appreciated. Sapper Todd's song "The Admiral's Broom," which stirs the heart of every true Englishman, was a great success. Lieut. Northcote contributed one of his usual ticklish stories, which did not fail to tickle his audience. Staff Paymaster Gyles, of H.M.S. *Flora*, gave "The Drunken Sailor" in his inimitable style, and was heartily applauded. There were several other items too numerous to mention, and a few minutes before midnight, the National Anthem brought a very enjoyable evening to a close.

CHINIAN TELEGRAPHIA.

The Ministry of Posts and Communications has now practically decided to buy out all the mercantile shares in the Imperial Chinese Telegraph Administration in order to secure full control of the service, reports the Peking Correspondent of the *N.C. D. News* on 30th ult. The following reasons, for this decision, are given:—

1. To convert the administration into a Chinese Government department.
2. To increase its capital to at least Tls. 5,000,000.
3. To repair thoroughly all cable and land lines where necessary.

4. To construct new lines in Manchuria, Mongolia and Tibet and also in some places in China proper for the general improvement of communications.

5. To reduce the charges, which are now many times higher than in foreign countries.

H.E. Cheung Pi, President of the Ministry, is preparing a memorial on this question for imperial sanction. The President is conferring with Duke Tsie, President of the Ministry of Finance, as to how funds may be raised for the purpose. Some high authorities in the Capital do not favour the compulsory purchase of the ground that the Government will lose confidence in the miter of future industrial enterprises, if Chinese merchants who have shares in the telegraph lines are compelled to sell them, as the service is a paying concern, though not so profitable as it might be, on account of heavy working expenses and other reasons which can only be guessed. In foreign countries, the governments give certain subsidies in such big enterprises; but in China the practice is quite different, for the telegraph as well as the C. M. S. Company have to pay royalties to the Manchu Government in return for its protection. I am informed on good authority that the Government received about Tls. 300,000 annually as royalty from these two companies.

Both companies are complaining of bad business and appear to need overhauling. H.E. Sheng Kung-pao was one of the principal founders of these two companies about thirty years ago when he was in North China under the late Viceroy of Chihli, Li Hung-chang. But both were taken from his hands in 1901 by H.E. Yuan Shih-kai for financial ends. Vice-roy Yang has acceded the memorial of Tao-tai Li, Director of the Peiyang official telegraph office at Tientsin, suggesting that the control of the Chinese telegraph lines in Manchuria be given back to the mercantile telegraph office in the French concession of Tientsin, which arrived here a few days ago in consequence of the civil war, was approached concerning the defense, but it appears, decided to remain in Tientsin.

We hear on good authority that the case against Sergeant Rangel will come before the Portuguese Court in Macau shortly. In the course of ordinary procedure, the fact that the Council-General was the prosecutor, having made it impossible to try the case here, Dr. Nolasco, who arrived here a few days ago in consequence of the civil war, was approached concerning the defense, but it appears, decided to remain in Tientsin.

"YELLOW PERIL" ON BRITISH SHIPS.

THE DANGER OF CHINESE ASCENDANCY.

(From a Naval Correspondent.)

It has been said again and again, and that by politicians of all parties, that we islanders would be starved out if our merchant service were stopped to any considerable extent for a period of three months. This is a fact we know, from the computation of actual figures; and, while not being in any present danger of such a calamity, it serves well to show us what there is before us in a probable serious derangement in our mercantile marine. This probability arises from the very rapid growth of the custom of employing Chinese seamen aboard home-coming British craft.

The time was when he of "the childlike smile and bland" (as Bret Harte wrote of him, with an irony that was almost equal to Anthony's "Brutus is an honourable man") was held on all waters, wherever his name was known, to be the incarnation of all the evils that could get out of the sight of land, or even gain as offing.

"CHINA TOWN" IN CARDIFF.

This reputation came chiefly from the almond-eyed one's downright devilishness as a pirate and a mutineer on the coast of his own Flower Land. Hardly has that disreputable dropped into quietude than, lo! "Ching-Ching" emerges as the embodiment of all that a seaman should be, even in the eyes of a ship-owner. He who came, over the horizon of British shipping, to be cursed, and was cursed inconsequently, has stayed to be blessed; and blessed, indeed, by those who cursed the most, the British ship's officer and his employer. Ten years ago, to the writer's knowledge, there was hardly a Chinese sailor shipping under the Red Ensign out of Cardiff; now there are one three or four hundred, with their regular boarding-houses of Bute-road, kept by their own compatriots, and, these men are still peddled continually by British officers in preference not only to the bad-named and long-since-ought-to-have-been-hanged sad dog of a British merchant seaman, but even to the exclusion of that one-time entire perfection of nautical virtues, the Scandinavian sailor.

Where is the inwardness of all this? Can it be that "Ching-Ching" has indeed and truly put off the evilness of his make, as the serpent sloughs its skin, and emerged without so much as one hereditary blemish of all that former blackness? If such a miracle be, and this phenomenal increase in the employment of Chinese men seems to prove it, then, in spite of our materialistic want of faith, the days of miracles are not gone yet. In Glasgow, in Liverpool, and in London—as we saw the other day—this employing of the "heathen Chinaman" is going ahead like a racing clipper; so much so, in fact, that there is every probability of ugly work being done, should any serious breach of the peace occur in the matter, by the foreign element of our mercantile marine. Unlike the British seaman—as the writer has several times experienced—neither the "Dago" nor the "Dutchman" will be satisfied with the use of his fist, or a few choice missiles of no formidable nature. With them is will be, quickly and not limitedly, the knife. The British sailor detests the Chinaman; but his foreign shipmate hates and absolutely despises the yellow alien.

A DISQUIETING OUTLOOK.

Shipowners, especially those at Cardiff and Glasgow, who are persisting in the employing of Chinese sailors, declare that the latter are no cheaper, on the whole, than white seamen are. This we—who also know something of the items in the matter—are privileged to doubt. And, at the same time, it may be asked as a fair question: If the affair be one purely of the conduct of the men, why put aside the exemplary Scandinavian for one who's conversion to respectability, at sea, is, at best, as unadvised, and as sudden as Juliet said her love-contract was—and may be, to a way, as tragic? No, we know that it is not entirely a question of behaviour aboard that is bringing so many Chinese sailors under the Red Ensign. To-day mutiny by native seamen on British craft in the China Sea is not rare, neither piracy. And nearer home, at Dartmouth, only a month ago, a whole "forlorn crowd" of this sort were sent to goal for a month for refusing duty and threatening the officers with knives. A few months back a similar occurrence happened aboard a big packet, outward bound, in the South Atlantic; but, happily, a stand of old rifles put matters into their proper order. Has such a thing been done by a British, or even a "mixed," crew during the past twenty years? We doubt it.

At any rate, the outlook, even to the quying mind that examines things, is decidedly disquieting; and that, too, in spite of the fact that the forward personnel of the British mercantile marine—owing mainly to its composite elements—is anything but a homogeneous body that will hold together in a given cause. In former struggles between employer and employee, in this vital branch of the nation's industrial life, the master won solely by the means of a lack of homogeneity in the strikers. The foreign element were enough to break the latter's camp. But in such a case as this, where we now see a beginning and, hear more than we see, it would be all the "white against the yellow." And the result? A practically complete stoppage of our merchant service! —*Full Mail Galleys.*

We hear on good authority that the case against Sergeant Rangel will come before the Portuguese Court in Macau shortly. In the course of ordinary procedure, the fact that the Council-General was the prosecutor, having made it impossible to try the case here, Dr. Nolasco, who arrived here a few days ago in consequence of the civil war, was approached concerning the defense, but it appears, decided to remain in Tientsin.

THE OPIUM QUESTION.

HONGKONG SCARE.

The Calcutta *Daily News* says—The news from Hongkong, that the Chamber of Commerce predict disaster to the Colony's prosperity if the opium dens are shut down, seems to reflect somewhat on the source of that prosperity. It seems an odd thing that the Chamber of Commerce should take such a view. If the Calcutta Chamber of Commerce were to say that the closing of the drink shops would be a dreadful calamity to the prosperity of the city, everyone would laugh. Of course, however, the Chamber know what they are talking about and, probably, they are protesting merely against the hypocrisy of the whole thing and the impossibility of the whole thing, for a Government headed by wild missionaries often bites off more than it can chew.

THE PIECE-GOODS TRADE.

AN OPEN LETTER BY A LEADING CHINESE MERCHANT.

The trade of Shanghai greatly exceeds that of any other port, while the largest branch of trade in the port is that in piece-goods. Since 1900 foreign firms have all started branch hongs in Tientsin and Newchwang, where their agents have been able to deal directly with purchasers. In consequence of this the distributing trade of Shanghai decreased immediately. Indeed, since the troubles of the year before last, the trade in coloured piece-goods has almost been ruined. Moreover, those engaged in this particular business suffered in addition great losses *sub rosa*. This, it may be stated, has been the origin of the losses suffered by Chinese merchants. Still more serious a harm to the trade has been the starting of new foreign firms which engage shroffs to go about and recklessly invite people to make contracts for goods. As a matter of fact these have been opened several tens of new foreign hongs, all of which engage shroffs to bring business to the hong. These shroffs only desire to effect a contract for their hongs without making any distinction as to whether the dealers they make such contracts with will be able to take them up or not in the future. New there has always been an ascertained limit in the trade in coloured piece-goods. If the supply exceeds the demand disaster becomes apparent at once. The amount of these goods at present in stock which represents one year's supply is sufficient to fill the demand of three years. It is to be wondered then that there is a stagnancy in the trade? In addition to this exchange has "shrunken" to such an unprecedented extent that piece-goods men have one and all suffered great losses therefrom.

A perusal of the daily papers shows long lists of foreign hongs who have brought suits against Chinese hongs for failing to take delivery of goods. No day passes in which the papers do not report at least one or two such cases tried in the Courts. As a result, there are proprietors of hongs that have been sued by foreign hongs who have been forced to close business. Prior to being sued these proprietors have been able to borrow here and there as running concerns; but no sooner were the summonses out than confusion began, rendering it impossible for the proprietors to keep their hongs open any longer. Those who manage to learn beforehand that steps are being taken to sue them have been known to abscond. Even if they become subsequently caught and are imprisoned in the Mixed Court no one has yet heard of any of the foreign plaintiffs receiving back both principal and interest in full. For this reason it is necessary to come to some arrangement for the common good, and we have addressed this straightforward letter to heads of foreign firms with such an object in view.

Never has trade been so bad in Shanghai as at the present time. In former times proprietors of hongs acted cunningly. Although possessed of much money, no sooner did it become apparent to them that they would lose money on a contract that they would pretend to be on the verge of bankruptcy and fail to take delivery of their goods. As soon as, however, they learn that proceedings are to be taken against them then, fearing to lose their own good name, they hasten to ask some one to go on their behalf to the plaintiffs before the case comes to Court to try to come to some arrangement. Instances have been known even where claims have been paid up in full. It is not so at the present time. During the years gone by people have become exhausted in energy and resources. There is yet another class of people, who know that they have lost money, therefore, make a large number of contracts with the object like the gambler of gaiving or losing by the single cast of a die. Proprietors of such hongs even if you punish them by having them sued, it is to be feared, have only their lives to offer as they possess nothing substantial. Moreover, out of every hundred hongs we cannot find more than one or two able to stand independent. How then can it be expected that by entering suit against all these hongs there is any chance of settling matters? We do not say that foreign hongs ought to sue, we really mean to suggest that by entering suit foreign hongs needlessly spoil the market without obtaining any advantage for themselves. If one does not sue he can make the dealer take delivery of goods at the selling market rates. By so doing he will be able to obtain, from twenty to eighty per cent of the value of his goods. The loss will, therefore, be only twenty to thirty per cent. The dealer who has lost money will always seek to better matters so that he will be able easily to make good the twenty per cent loss. If on the other hand, the dealer is sued, he finds himself under arrest and political confinement. He, therefore, has no opportunity to go about to seek for purchasers of his goods. The foreign hongs which have recklessly allowed the making of such contracts will be forced to pay the penalties of the present day and chances to come to some mode of procedure which shall not be to the disadvantage of either side. All will be fortunate indeed.

Let the past be the past, while the future will readjust itself. It is my (our) hope that proprietors of hongs who have been guilty of reckless contract making and those foreign hongs which have recklessly allowed the making of such contracts will be forced to pay the penalties of the present day and chances to come to some mode of procedure which shall not be to the disadvantage of either side. All will be fortunate indeed.

Today's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that ALBERTO DEMERLE BARRETO, a partner of the firm of CRUZ BASTO & CO., of Hongkong, Merchants, has, on the 1st day of May, 1908, applied for the registration, in Hongkong, in the Register of Trade Mark, of the following Trade Mark:—

A five-pointed Star within a Crescent and the word "Red Crescent and Star Brand" in the name of CRUZ BASTO & CO., of Hongkong, Merchants, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since the month of October, 1906, in respect of CAMPHOR in Classes 1, 2 & 3.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of June, 1908.

WILKINSON & GRIST,
Solicitors for the Applicants.

BY THE

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW,

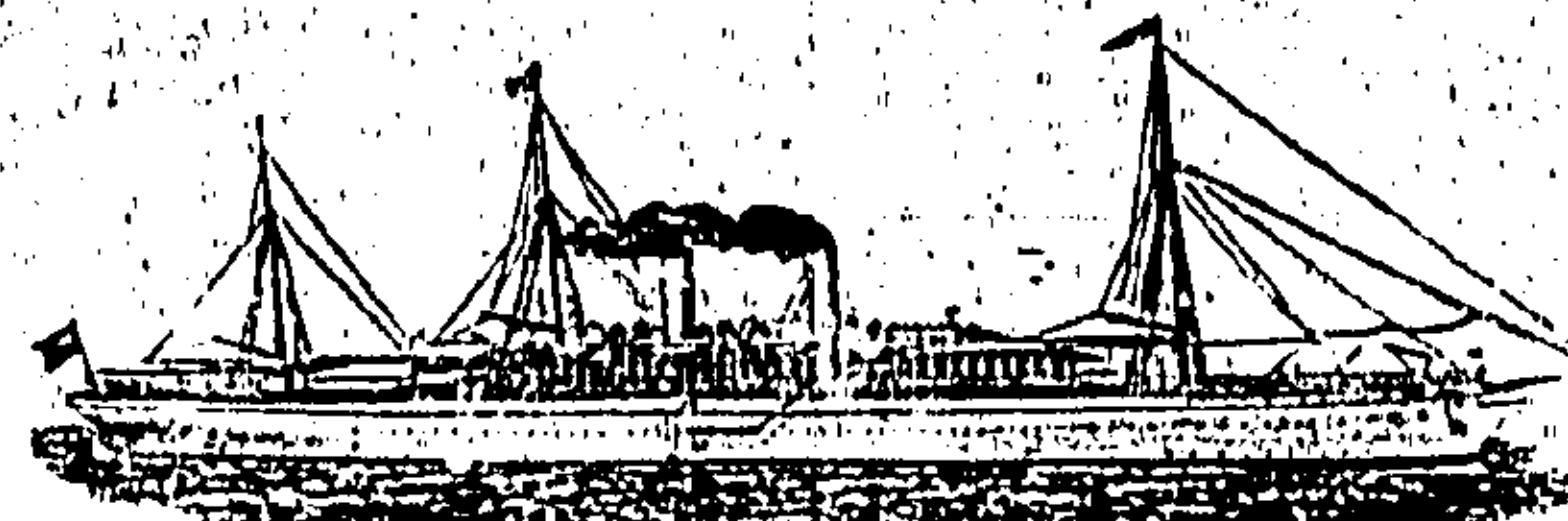
THE Company's Steamship

"HAIMUN."

Captain Evans, will be despatched for the above Ports, on FRIDAY, the

Shipping Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"LENNOX" 3,700 THURSDAY, June 18th July 17th
"EMPEROR OF JAPAN" 6,000 SATURDAY, July 4th July 25th
"MONTEAGLE" 6,163 SATURDAY, July 11th Aug. 4th
"EMPEROR OF CHINA" 6,000 SATURDAY, July 25th Aug. 15th
"GLENFARG" 3,700 SATURDAY, Aug. 8th Sept. 6th
"EMPEROR OF INDIA" 6,000

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial EMPRESS Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class v/ Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... " " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points around THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corridor Pedder Street and Praya, Opposite Blake Pier.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONG KONG.—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI, VIA SWATOW WASHING TUESDAY, 16th June, Noon.
SHANGHAI HANGSANG WEDDAY, 17th June, Noon.
TIENTSIN CHEUNGSHING THURSDAY, 18th June, Noon.
SANDAKAN MAUSANG THURSDAY, 18th June, 4 P.M.
MANILA LOONGSANG FRIDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI NAN SANG TUESDAY, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA, FOOK-SANG WEDDAY, 24th June, Noon.
MANILA YUENSANG FRIDAY, 26th June, 4 P.M.
RETURN TICKETS TO JAPAN,
OCCUPYING 24 DAYS.

The steamers *Kuikang*, *Nansang* and *Fook-sang* leave about eve 3 weeks for Shanghai, and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Taking cargo on (through Bills of Lading to Kudat, Labuan, Datu, Simporna, Tawau, Usukan, Jesselton and Lubuan).

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,
General Managers, [10]
Telephone No. 61,
Hongkong, 15th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

SWATOW, CHEFOO & TIENTSIN HUIHOW 16th June, 4 P.M.
MANILA TEAN 16th " "
AMOY & SHANGHAI KIUKIANG 16th " "
CEBU & ILOILO KAIFONG 17th " Noon.
HOIHOW & HAIPHONG CHIHLI 18th " 4 P.M.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

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BUTTERFIELD & SWIRE,
AGENTS, [13]
Hongkong, 15th June, 1908.

HONGKONG—MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship. Tons. Captain. For. Sailing Dates.

RUBI.....	2,540	Almond	MANILA	SATURDAY, 20th June, at Noon.
ZAFIRO	2,540	R. Rodger	"	SATURDAY, 27th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS,
Hongkong, 15th June, 1908. [13]

Shipping Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship p

" HAITAN."

Captain Roach will be despatched for the above Ports, TO-MORROW, the 16th instant, at 2 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIR & CO., General Managers,

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SHIRE LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

" CARDIGANSHIRE"

will be despatched for the above Ports on the 20th June, 1908.

To be followed by

" S.S. CARNARVONSHIRE"

sailing on or about 10th July, 1908.

For Freight and further Particulars, apply to

SHEWAN TOMES & CO., Agents,

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

" ALDENHAM"

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

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NORTHERN PACIFIC LINE.

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Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing.

Tremonti.....	9,606	Garlick.....	1st July, 1908.
Saverte *	6,332	Shotton	13th July.
Kumerik *	6,332	Cowley	10th Aug.
Shawmut *	9,606	Roberts	12th Sep.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremonti* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage—Passenger only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to

DODWELL & CO., LIMITED, General Agents,

Queen's Building, Hongkong, 10th June, 1908. [13]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

" KWONG TUNG" Capt. H. W. WALKER.

" KWONG SAU" Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.... \$4.

Meals \$1.50 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and

SHIU ON S.S. CO., LTD.,

No. 6, Queen's Road West, Hongkong, 10th June, 1908. [13]

THE NEW FRENCH RENAISSANCE

THE RAPION.

This proposition is one of the most genuine and reliable I want. Medicine produced; and has, we understand, been used in the Continental Hospital by Nicod, Roatan, Jober, etc., the well-known Chilian, and, indeed, by many other physicians in such matters, including the celebrated Lallemand, and Bour, by whom it was some time ago recommended, and that it worthy the attention of those who require such a medicine. From the time of Aristotle downwards, a potent agent in the removal of tumors, and, among the famous philosophers, stood the object of much interest, and, indeed, a power, if such could ever have been discovered—in transmutation of metals, and in the recovery of a remedy against the plague. In the case of the confirmed rheum, and in the other so effectively, speedily and safely to remove the disease, and, indeed, cure the knowledge of a second power, that of acquired or inherited disease in all their forms, from the leave no stain or trace behind. Such is the new French Renai-

ssance.

THE PUBLIC are hereby informed that

THE PROPOSED MOJI DOCK COMPANY.

Many rumours have been circulating regard-

ing the probable collapse of the Moji

Dock scheme. We now observe that a Tokyo

dispatch to the *Osaka Asahi* regard-

ing the scheme will come into existence

in the near future. Messrs. Noda Utar,

Asaki Shoz, Mitsui Churo, and Kaga Nobumori

were the prime movers in the scheme, for

which a charter was granted. A disagreement

took place among the promoters, and Messrs.

Noda, Asaki, and Mitsui withdrew, while

the remaining promoters agreed to transfer the company to Mr. Loonen, upon payment by the latter of bargain money to the amount of about Y100,000. Mr. Loonen, however, has failed to find the necessary fund for promoting the company, and the balance of the bargain money still remains unpaid. Discord is going on, concludes the dispatch, between Messrs. Kaga, Loonen, and Masajima (the company's legal adviser).

In this connection we note the following paragraph in the *Japan Herald*:

"The Tokyo Asahi is authority for the state-

ment that when Mr. Loonen, of Tokyo, was

about to return to France some months ago,

it was rumoured that he was going on a very im-

portant financial mission, including the estab-

lishment of a Franco-Japanese Bank, and the

introduction of French capital amounting to

about Y1,000,000 for the Toyo Garasu Kaisha

(the Oriental Glass Factory). Mr. Loonen, says

the journal, recently returned to Japan, and his attitude gave an insight into the gloomy

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon* later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON THE LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$250,000}	\$2,000,387	Final of 1/- on old and £1.10/- on new shares for 1-year ending 31.12.07	5. 2%	\$755 buyers London £78.10/-
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,560,000 \$1,280,000 \$401,959 \$125,000}	none	\$20 for 1906	8 1/2%	\$235 sellers
North China Insurance Company, Limited	10,000	£75	£5	{ Tls. 100,000 Tls. 48,043}	Tls. 204,424	Interim of 7/6 ex 3/1 for 1907	6 %	Tls. 77
Union Insurance Society of Canton, Limited	12,400	\$50	\$100	{ \$3,000,000 \$100,000 \$456,007 \$434,134}	2,500,011	Final of \$1/- making \$1.5 for 1906 and Interim of \$3/- for 1907	5 1/2 %	\$705
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$109,012 \$85,157}	1,591,763	\$1/- and bonus \$3 for 1906	9 1/2 %	\$1,525 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$346,007 \$13,863}	5,372,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,315,941	5,428,027	\$27 for 1906	8 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$15	\$25	{ \$9,000 \$264,038 \$66,088}	5,1053	£1. for 1906 .....	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$75,000 \$25,370 \$20,000}	5,428,027	\$4 for year ending 30.4.1907	10 1/2 %	\$37 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	40,000	\$15	\$15	{ \$60,000 \$270,000}	5,16,437	{ \$1/- for 2nd half-year making in all \$2/- for year ending 31.12.07	7 1/2 %	\$291
Indo-China Steam Navigation Co., Ltd. (Preferred) do. (Deferred)	60,000 60,000	£5	£5	{ Tls. 75,000 Tls. 50,000}	4,3,694	5/- for 1906 @ ex 2/24—\$2.24 per share	3 1/2 %	\$38 \$24
Shanghai Tug and Lighter Company, Limited do. (Preference)	100,000 100,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$400,000 \$187,133 \$65,000 \$47,222}	11. 14,510 173,370	Final of Tls. 1/- making Tls. 3/- for 1907 .. Second interim of 1/- (Coupon No. 9) for a/c 1907 .. \$1.00 for year ending 30.4.1908	7 1/2 % 4 1/2 % 45/-	Tls. 43 sellers Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ Tls. 96,000 Tls. 419,479 Tls. 62,000 Tls. 81,300 Tls. 30,000}	5,98	Tls. 47,222	4 1/2 %	\$25 \$15
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 49 sellers	
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$450,000	19,918	\$8 for year ending 31.12.05 .....	...	\$130
Luxon-Sugar Refining Company, Limited	7,000	\$100	\$100	none	18,730	Final of 18/97 .....	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	5,8,935	Tls. 4 (8%) for year ending 31.8.06 .....	...	Tls. 77 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	500,000	£1	£1	{ £15,000 £84,398}	5,11,550	Interim of 1/6 (No. 10 for account 1908)	7 1/2 %	Tls. 26 sellers
Raub Australian Gold Mining Company, Limited	50,000 50,000	£1	£1	{ £1,000 £4,873}	5,11,358	No. 12 of 1/-=48 cents .....	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	164,124	5,3,726	\$1.75 for year ending 31.12.06 .....	...	513
Hongkong & Kowloon Wharf and Godown Co., Ltd.	63,000	\$50	\$50	{ \$10,000 \$26,856 \$40,000}	5,3,550	Final of \$1/- making \$3 1/- for 1907	6 1/2 %	551
Hongkong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50	{ \$10,000 \$50,000}	5,14,142	Final of \$4 making \$8 for 1907	7 1/2 %	\$107
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,257}	5,6,10,459	Interim of Tls. 2/- for six months ending 31st October, 1907	7 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 23,626 Tls. 125,000}	5,12,266	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 234 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500	5,11,531	Tls. 6 for 1907	6 %	Tls. 100 1/2 buyers
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000 \$10,000}	5,10,908	\$2 for year ending 30.6.07	10 1/2 %	\$10 buyers
Central Stores, Limited	50,783	\$15	\$15	{ \$15,000 \$648,975}	5,10,78	\$1.80 for 1906 .....	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$43,075}	5,253	Final of 1/3 making \$7 for 1907	7 1/2 %	195
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$20,000 \$217,426}	5,36,915	Final of \$3/- making in all \$7 for year ending 31.12.07	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000}	5,4,621	70 cents for 1907	6 1/2 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	16,653	\$1/- for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 none}	5,10,747	Final of Tls. 1/- making in all Tls. 4/- for 1907	6 1/2 %	Tls. 121 buyers
West Point Building Company, Limited	12,500	\$50	\$50	5,1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 25,767 \$50,000}	5,18,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	{ \$50,000 \$50,000}	5,14,369	50 cents for year ending 31.12.07	4 1/2 %	III
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	5,18,519	Tls. 6 for year ended 30.9.06 (8%) .....	...	Tls. 63 buyers
Lapuk-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	5,18,563	Tls. 8 for 1906 .....	...	Tls. 77 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,157	5,18,563	Tls. 50 for 1906 .....	...
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 \$25,000}	5,1,638	1/3 per share for 1906	9 %	\$78
China-Borneo Company, Limited	60,000	\$10	\$10	Nil	5,1,638	\$1.20 for 1907	11 %	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	5,1,638	60 cents for year ended 28.2.06 .....	...	16 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	{ \$120,000 \$50,000}	5,1,593	80 cents for 1907	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$5,000 \$5,000}	5,2,074	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$2,000 \$5,000}	5,1,738	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 \$5,000}	5,251	75 cents for 31.12.07	6 1/2 %	\$2 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$18,000 \$18,000}	5,1,502	\$1 for year ending 28.2.07	13 1/2 %	\$19 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	5,1,521	1/- and bonus 20 cents, for year ending 29.2.08	7 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$12,000 \$4,570}	5,1,521	Final of \$1/- making in all \$10 for 1907	8 1/2 %	\$22 sales
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$25	\$25	none	5,1,521	Final of \$1/- making in all \$12 for 1907	8 1/2 %	\$25 buyers
Maatschappij tot Mijn, Bosch-en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603}	5,17,127	Interim of Tls. 10/- for 1st quarter	6 1/2 %	Tls. 520 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$5,000 \$5,000}	5,7,314	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	4 %	\$14
Philippine Company, Limited	75,000	\$10	\$10	Nil	None			